

**U.S. 20/26 Corridor Preservation Study  
Comment Form Transcription  
May 10-11, 2006**

**These comments were transcribed verbatim from the comment sheets.**

#	1. Do you have issues and/or concerns that you would like considered?	2. What access type do you think best serves the future needs of the corridor and why?
1	Yes- 1. Property Acquisition. 2. Move Traffic (congestion), 3. Of course safety. 4. R-O-W widths	Signals every mile with U-turns/ some means to change direction at the mile.
2	Property acquisition. When? How much will be needed? How much will ITD pay?	Access to turn left or right in and out of property. Frontage roads.
3	Safety and travel time (i.e. average speed) are the most important issues on this corridor.	Signals on one-mile intervals with parallel collectors and sufficient right-of-way at intersections for future construction of grade separation structure.
4		
5	None in particular	Express-way
6	Safety	Expressway eventually. 7 lane road now with turns and then when monies are available get rid of existing stop lights and over passes- we need something done yesterday
7		An expressway with no stop lights so that traffic can move at a steady speed.
8	1. Safety 2. Speed/ unobstructed flow of traffic- at a constant rate	Express way with limited access with frontage and backage roads. Don't allow every subdivision direct signal controlled access. Don't turn it into another Eagle Rd.
9	Fast heavy traffic is causing dangerous left hand turn situations at KCID road. I have seen a few accidents and almost every evening I feel endangered by fast approaching traffic (behind me) as I need to make a left hand turn onto KICD rd.	Whatever experts feel is safest
10	A good balance between encouraging traffic to use the corridor. (Heavy traffic good for business.) Make access to those businesses easy.	Frontage roads- two directions
11	My concern is the changes needed along Midland Blvd- Hwy 20 to new Karcher Interchange.	Expressway w/ overpasses. Last resort, signals every mile or two or roundabouts.
12	Safety- need to address access	Expressway with frontage and backage roads
13	Need an expressway that look good	Frontage or backage Road S. Expressway

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14	Safety issues Congestion due to many traffic lights. Property acquisition	Frontage and back roads or an expressway of some sort.
15	I am concerned about the congestion, and that too many people will argue over silly issues with the landscaping and putting in a million signal lights. I also think developers ought to foot the bill for their own developments and the impact they have on the roads	I feel expressway or frontage roads make the most sense. No more signals- that just causes gridlock. People want to move smoothly and quickly on this road.
16	Please design with access management- frontage roads. Bite the bullet and get it done right. Don't let a few uneducated loud mouth people control the decision	Express way with frontage and backage roads. Please do not do anything less.
17		<i>Every 1/2 mile this is crazy. We need at least this Hwy as a high speed access. We need frontage roads or elated intersection crossing- like what Eagle Road <u>Should have</u> been</i>
18	Safety and mobility	Synchronized signals every mile with no other access points to the highway; frontage/backage roads to provide access and internal circulation
19	Please make our roads functional	Expressway, or signals only every mile 20/26 is already a parking lot, it needs help
20	Mass transportation and alternative forms of transportation, such as bicycling. We need a vision for the future or transportation that does <u>not</u> simply embrace single-occupant, gasoline-powered vehicles.	We should either encompass bicycle lanes in the main corridor or incorporate them into the backage roads. A bus lane and/or a carpool lane should be incorporated into U.S. 20/26
21	I am very concerned about congestion. I also am concerned about long term growth needs. I do not think we should have any short-term band-aid solutions. Widening the road, creating an expressway, disallowing business access that would interfere with traffic flow, and keeping a high speed limit will help.	I think we need to plan the road like a big city would, because we currently have traffic like cities with population of over 1 million people, because of short-term planning. An expressway would be ideal where exists are used to access neighborhoods or businesses.

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22	First, you need an on and off ramp on 84 at ten mile or by McDermott. This will immediately help Chinden traffic then; the express idea on Chinden would be cheaper and faster to build, probably need less property. And traffic could move at 55 or ? No stoplights.	Today you "we" need a stoplight at Ten Mile and Chinden. Probably \$ look or less.
23	More awareness to drive safely and be more patient. Passing should not be alouded.	I'm directly on 20/26 with my home very close. I need a launching pad to get on the Hyway.
24	Major concern is getting in an out of my drive way. I have difficulty with the present speed and the mentality of the people driving. Which is no respect to speed.	Between Can-Ada and Star- Lots of accidents- More than was in powerpoint- and with lowes, etc there will only increases.
25	Congestion	Expressway- there are no other East-West alternatives this far north of the freeway.
26	<i>Safety, property, acquisition,</i>	Our driveway is off 20-26- <u>Any</u> time there is a stop light a mandatory right turn lane must be required so as not to influence thru traffic
27	_____ acquisition- my frontage on 20/26	Signals no less than every mi. and some instances many more.
28	Maintain noise levels in adjacent housing areas	Signals at ½ mile. Not an expressway
29	Eliminate. Rt. Turn after stop from access roads to Chinden	
30	Noise and Privacy; our property backs up to Chinden. Would there be a barrier/fence to keep the noise level down or keep pedestrians from jumping over property fences?	Signals every mile.
31	Provide bike lanes. Provide some form of public transportation instead of subsidizing single- occupant automobiles.	Pay _____ to get onto road
32	Traffic congestion at intersections stop lights every mile or half-mile will not improve traffic flow. Overpasses/cloverleafs will increase safety and improve traffic	Different level interchanges. Reduction of traffic lights or no lights between Eagle Road and I-84
33		
34	<i>(Underlined in the question: Safety, property, acquisition )</i>	<i>(Circled in the question: Signals every mile)</i> consider one way roads.
35	Signal lights seem to slow through put. The new signals on Meridian Rd. and Linder have not been working property- lights are not synchronized	Corridor roads to these roads accessing 20/26 every mile with stop lights. Signals every ½ mile is not a good option.

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36		
37		Overpass at Eagle & Chinden & Fairview _____. Route for expressways _____ Building Rd out SE & Boise around Kuna to Nampa
38	Long term/ Short term- Accidents need stop light now at Franklin/Chinden Irrigation Ditch Pasture- 100' from Centerline-how much Property? 10 year build out plan –Too long-	(growth) pays for growth? Connector vs Blvd- Prefer expressway- We need both- stop light now- Expressway in long term
39	Noise to existing neighborhoods. Appearance of roadway (avoid turning into a tunnel).	No more than every mile. Expressway would be better in less developed areas so development can properly support it. We need adequate deceleration lanes to get the slowing cars out of the traffic.
40	Develop Transit Lane Bike Lane Pedestrian and Bicycle crossing should be develop	Frontage Roads
41	Design of Roadway should be urban (with Vert Curb & Gutter, Drainage) it will reduce. R.O.W width, L.S. costs & require less maintenance in long run. Not so worried about historic structure or any cultural resources on Chinden (are there any?) An urban section will be better for control as well	Expressway is too \$. ½ mile signals with frontage/backage roads feels most appropriate, but speeds will be reduced...but not to Eagle levels
42	Amount of property to be taken.	Expressway would allow for future growth, but we need stop lights now so people can get onto Chinden or Hwy 20/26
43	Congestion is of ultimate importance to folks West of Boise.	Expressway. Frontage/backage would likely require too much row acquisition
44	Safety is the #1 item. But build it for the future not for today numbers.	Expressway would work out the best. If expressway cannot be built access needs to be every ½ mile.
45	Increases Housing Growth- Nampa City expansion to Hwy/20-26 7500 & units proposes between Can-Ada & Franklin North of Cherry-Ustick area	Expressway-limits access controls intersections

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#	1. Do you have issues and/or concerns that you would like considered?	2. What access type do you think best serves the future needs of the corridor and why?
46	The Midland Rd. intersection will need to be addressed soon. With the Karcher Exit project completed traffic volumes on Midland will increase significantly. Need for turn lanes at 20/ Northside & Midland as band-Aid _____.	Mile signals on an expressway format.
47	Access can only be @ 1 mile intervals	1 mile or expressway
48	Start Acquisition immediately to eliminate subdivisions being built in the right-of-way.	Expressway- Keep traffic Moving on this area!
49	Safety-specifically cross-over head on collisions. Road Width & visibility	Signals every mile w/ frontage or backage roads.
50	We need mobility as a high priority Access points should be few and connected by frontage or backage roads Limiting access prints should reduce accidents (crashes) R of W needs purchased now. Agencies need to protect R of W from Dev. Elected officials need to not overturn decision regarding dev. Along corridors. Historic structures may be sacrificed for progress.	Expressway, frontage or backage roads. I think are best. Signals should not be @ ½ mile or perhaps mile intervals. Expressway –fast-access pts. More access, slower speeds, increase in airculents.
51	Safety & access Carefully consider the balance of Safety/Access & what this does to force commercial development to other locations.	Combination- time-of-day/reverse Flows may help solve expressway Access and Row acquisition issues. (Just an idea)
52	Safety- property acquisition congestion-	Signals every ½ mile We have immediate needs! Traffic is horrible.
53	Safety-too many access points Property acquisition-will we be offered fair price? For whole property or right of way?	Signals every ½ mile too close together Even at 1 mile signals it would slow traffic We need fewer access points
54	Safety and congestion are very important. Acquisition is a big concern.	Overpass at the river crossings. Stop lights every three miles. Resist access, and use collector roads. Allow ingress and egress between stop lights, on 2 limited bases, with the option of going only one way then use “U” turns at stop lights.

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#	1. Do you have issues and/or concerns that you would like considered?	2. What access type do you think best serves the future needs of the corridor and why?
55	Would like a true express way no stop lights or ramps	Expressway with on ramps every 2 miles One with access every 1 mile With collector side roads
56	Acquire property now before development makes it more difficult. Make the corridor wide enough for future growth & safety.	Study for best traffic flow.
57	Identify future river crossings Franklin & Hwy 16 20-26 Overpass at the river crossings codify the 200' ? Right of way	20-26 is a corridor. We need to step develop so it fits in to a future 45 mph
58	That it not look like an Interstate Hwy. This is a residential area (Bristol Heights). That it not adversely affect our property values.	Frontage roads, synchronized lights no less than every mile.
59	I am worried about the width of this thing- I am concerned about the noise- I am concerned about property value I am concerned about a nice area turning into a concrete jungle	Expressway-
60	Consider separation for bicycles	Every mile Caldwell to McDermott- ½ mile McDermott into Boise- require frontage & backage roads
61	Over passes, so secondary needs have limited excess to highway	No more signal lights so it can move traffic
62	Property acquisition –what will be required of developers	Expressway with frontage roads
63	Prefer to see the road 4 lanes with left turn lane. With commercial development planned out the corner of Linder & Chinden, this corner needs early attention.	Signals every mile
64	1. Safety & congestion 2. Use of access	Expressway with adequate frontage roads to be able to access neighborhoods & easy access to roadway
65		Frontage or backage roads (Fewer lights)
66	We need a turn lane with 2 lanes of traffic mailboxes need to be moved when necessary to avoid crossing the busy highway to get your mail	
67	Choose a plan and make it work	Best method to ensure traffic flow as a regional corridor

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68	I would like to see left turns off 20/26 into properties preserved. Left turns out of properties onto 20/26 should be restricted. * Timing- Do not start construction on 20/26 at the same time as I-84 is expanded	Right In- Right out w/ decel/excel lanes should still be permitted. The decel/excel lanes should be permitted. The decel/excel lanes will allow traffic to continue flows smoothly in the primary lanes.
69	Property acquisition- how the market value will be determined, and will it be based on market value with a premium.	½ mile signals- good access for local communities with good flow of traffic.
70	Sidewalks/Bike paths to allow for alternate commuters in safety Act on it soon. Can you do concrete barriers or something less expansion in the short to get 4 lanes thru to Linder at least? It really can't wait 5 years	Fewer signals, less commercial to keep traffic moving
71	Just make it good to travel (get some place quickly)	Expressway on the way no signals except at off ramps.
72	Yes we need to build 5 lanes on the right of way we have and	Signals every mile on new development with access minimal. Grand of other rights for now apply but we need more road for Emergency off Freeway when it shuts down for reconstruction
73	Property acquisition, if done needs to be done now as property is being developed rapidly along the ____.	Expressway signals along the current road make it very slow for commuting.
74	Eliminate all stops! Do it right the first time!	You need to make it a 4 home divided freeway, put overpasses on Middleton, Star, Linder and Eagle close off all other roads and reroute them to one of the overpasses to enter. Remove all stop lights and let traffic move 55-65 mph fro Caldwell to Eagle Rd. If when you get this done do the same to Hi. 44 from I-84 to Boise.
75		Somewhat restricted access- 1 mile if possible but ½ if necessary, frontage roads only in limited instances.
76	Acquire sufficient row so don't repeat the mistakes made in the past	Expressway
77	I would like to see the project planned completely before starting piece-meal a dab at a time. It is cheaper to plan than to redo every five years!!	Expressway
78		

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79	Property acquisition- you could possible contaminate my well. Also there are old growth trees as well as _____ habitat that will be affected.	Honestly, taking myself out of the equation, an expressway makes the most sense. Otherwise you get another Fairview with too many lights and stop signs. We _____need strategic exits and _____roads.
80	Property acquisition	Expressway
81	Expressway would take up too much land Five lane with turn lane would suffice Expressway would impede traffic flow	Signals no more than every mile.



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#	3. What roadway features do you think best serve the future needs of the corridor and why?	4. What experience would you like to have as you travel the corridor?
1	No sidewalks, no bike paths-these are highways to be used to move mass traffic. Medians are needed. Storm water run off can be in an easement outside of Right of way and/or in median. Landscaping is desired.	Travel times are important. I don't know if/when our valley will be ready for transit. My job requires me to be in a car and travel to multiple job sites and 20/26 is used several times a day.
2	Frontage roads, medians-channelized, pedestrians	Safety, travel time
3	Pedestrian and bike paths with wide landscaped buffer. Provide medians to separate traffic for safety and provide for future lanes with barrier.	A relatively high speed (45 mph) route with minimal conflict points. Provisions for transit stops without significant impact on through traffic movement.
4		
5	Medians	Safety, travel time
6	No pedestrians-no bikes Mass transit system- ideal for this	Safety, travel time
7	I think a bike path would be used by a lot of people	Safety and speed in travel time should be top issues.
8	I don't think sidewalks-bike lanes would see any significant use. Certainly not cost justifiable. -Keep options open BUY ENOUGH- right away- for future additions-high occupancy Lane. Light rail or bus.	Straight there- limited stops- stops with the resulting heavy acceleration is a major source of pollution. Get behind a diesel when they accelerate!
9	Medians from cars separated bike/foot paths, xerscape	Safety is paramount. Light rail would be ideal
10	Middle turn lane but with channels	Safe
11		Safety
12	Make it look nice with landscaping tie into greenbelt bikeway system	Safe, travel at least 50 MPH, compatible for transit
13	Landscaping, bike paths with access to greenbelt	Speed 55-65
14	Medians, Pedestrian and bike paths since there are a lot of bikers/walkers and for safety issues. Landscaping so roadway is appealing.	Safety first, travel time to minimum, Speed limit to stay at 55mph transit ready
15	Bike paths would be great. Medians are fine as it should look nice, but don't spend my tax money on extensive landscaping.	I would like to travel quickly and safely to my Destination. DO NOT LOWER THE SPEED LIMIT!!
16	Make it look nice-landscaping, bike paths. Please do not reduce needed capacity.	All of the above-safe, 50mph, short travel time, transit ready, bike paths
17		We should quit causing gridlock by putting traffic lights every half mile. Safety is important above all, or course, but we can achieve it by making major laterals into Boise. Still major cautions- no low speed gridloch.

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#	3. What roadway features do you think best serve the future needs of the corridor and why?	4. What experience would you like to have as you travel the corridor?
18	The roadway feature being at least a 2 lane in each direction roadway, with median for turn _____ and wide shoulders for decel lanes. A pedestrian/bike path is a must!	Safe, high speed for fast commute. W/ limited access points for mobility.
19	We want lots of lanes and very few signals. A beautiful parking lot is a bad idea. We really need a functional road. 20/26 is already being used beyond its capacity. It needs help!!!	Travel time!!! It's way too slow even today. 20/26 needs help!
20	We need bike paths that connect. Currently, there are only a few, disconnected bicycle. We should be decreasing our dependency on single-occupant vehicles. We are addicted to oil and this resource will soon be depleted.	Mass transportation- a bus route- is sorely needed. There should be alternatives to simply sitting in one's car, waiting at stoplights, idling and wasting gas and time.
21	I think increasing the number of lanes should be given much higher priority over beautification. A four to six lane highway would be appropriate. If there is extra space and money sidewalks would be good. Landscaping should come after we have achieved a 6 lane highway.	I would like safety and good travel time. Since most accidents occur at intersections minimizing stoplights and putting a simple cement barrier so no unsafe turns will be made would help. Neighborhoods without stoplights should be required to turn rights through a yield/ merge lane and be allowed to make a u-turn at the next intersection (or exit off the expressway)
22	Medians for safety, bikes-no, landscape very little	
23	Right hand turn lanes	
24		
25	Ped and bike paths	Lower travel time during peak commuting hours.
26	None this should be a commuting byway	<i>Travel time</i>
27	Maybe just a median	The biggest concern is bring more traffic onto an already over crowded Eagle Rd to I84
28	Landscaping. No bike paths-waste our money and space	Safety
29		
30	Around Bristol Heights- curb and drain only	1. Safety 2. Access to and from Bristol Heights
31	Bike/pedestrian lanes coordinate (time) the traffic lights instead of putting everything on vehicle sensors. Carpool lanes. Bus lanes so buses can pass cars.	Not sitting stopped at traffic lights.

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32	Raised median would be best, by 2030 that is what will be needed anyways	Improve transit time, less time at intersections
33	Bike paths	Speed/ reduced travel time
34	Just a bear/plain road	Safety
35	Pedestrian and bike paths on 20/26 would be good feature if there is room. It would be dangerous to accommodate paths on a busier road with more lanes.	A "travel corridor" should accommodate a maximum speed limit safely, and improve travel time.
36		
37	Medians East of frontage Rd.	Speed limit Transit ready
38	Bike Path Sound Abatement	*Safety * Control on road rage
39	I would support pedestrian/bike paths away from the corridor. An adjoining sidewalk should serve pedestrian needs.	Minimal required stops. Lower speed is ok, but don't make me stop many times!
40	Roadside _____ Detached sidewalks –multi-pathway Median treatment- raised median-landscaping in center turns grass like Harrison Blvd. Type of landscaping –grass w/ trees	Safety Transit ready Landscaping Continuous movement/have signal signalized
41	Bike paths seem expensive in a use to cost ratio, also as a biker I can't think of a worse place to ride...sucking down exhaust is not all that pleasant.	I think travel time is of paramount concern for the general public. Safety will be improved with more controlled access points. People will live out here so access will be wanted and demanded.
42	Bike/pedestrians path	Travel safely but in a timely manner (55mph).
43	Bike paths & pedestrian walkway are more and more important. Bikes are becoming transportation of choice for many.	This corridor should be built to minimize travel time between Canyon and Ada Cty.
44	Medians	Safety
45	Depresses open median-allow for cleaning of roadway post crash. Easier snow remover-Pedestrian responsibility of develops instead of ITD.	Consistent travel time w/ time of day cycling of traffic Control increases speed and safety

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46	Medians-everything else is nice but is it needed? Bike/Ped paths on an expressway?	Ease at commute limit stop and go.
47	Median-separated pedestrian paths	Good traffic flow-55 speed limit
48	Bike paths! Medians that are attractive not weed patches.	Travel time is key in this area. Traffic needs to move from Canyon County to Ada County as rapidly as possible.
49	Landscaping medians (beauty is not an option-it is worth \$'s) Pedestrian & Bike paths (For safety & livability). Please look at what you want your cities/ counties to look like. This is important.	safety, travel time, amenities/beauty
50	Medians & landscaping are nice, but on 20-26 No not enough room for actual driving space-If median is needed- high and _____. Bike Paths are good if they can be made safe and in many areas. Pedestrian lanes also are great but may not work on 20-26 except in limited cases.	All of the above-Always as safe as possible, good rate of speed and shorter travel times. Transit is good but population base appears to not be large enough yet to be economically viable. Valley Ride wants to go there but appears to be driving others but as they attempt to become the only transit _____.
51	See # 2 – May provide alternatives For smaller corridor and other community desires.	Travel time/transit ready
52	Bike path-Pedestrian path Landscaping if money Sound abatement Separated curb between road and pathway.	Safety-adhere to speed limit! Reduced travel time No road rage Short term signals
53	Too high a traffic are for pedestrians and bike paths Landscaping is nice if it is taken care of! No weedy medians please!	We would like safe travel, at a reasonable speed, to allow short travel time to Boise.
54	Curb and gutter, no weeds.	Speed limit at least 50 mph. Transit time no more than 15 min.
55	Landscaping a expressway should not ____ pedestrian.	Travel time
56	Non motorized traffic should be pushed to something like a green belt along the river	Safety and travel time are the biggest concern
57	Medians! Landscaping! Collector roads to limit access.	45 mph continuous

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58	Sound barriers. Nothing that widens exponentially more. If traffic lights, turn lanes at the lights. Some landscaping.	Efficiency in travel, Safety. Attractive.
59	Pedestrian & Bike paths-Sound wall- I would like to see some mass transit	Safety & travel time
60	Medians- separated sidewalks this will some day be urban with schools children need to be safe	All of the above leave a lane that can be 1.) H.O.W.(car pools), that can turn into bus lanes, that can turn into light transit. (set aside enough) R.O.W. for future
61		
62	Generalized landscaping No pedestrian or bike paths Separated roadway	Faster travel time
63	Raised medians periodically. Bike path.	Just get this project funded, again project is 5 years late.
64	Bike paths-alternate transportation option participate in pedestrian access-safety of people walking-especially children	Speed 45-55 mph Travel time-ease of access to road _____ Concerned about how it will impact traffic on eagle road as eagle already has enough traffic issues.
65	Bike paths should be considered	Travel time
66	Frontage roads would be accommodate bicycles too	
67	All would good where ever development occurs	Travel time
68	Landscaping & sidewalks/bike lanes should be detached from the road system. -for safety reasons given the anticipated speeds a corridor it doesn't make sense to have bikes & pedestrians so close to traffic.	Speed is important. Traffic moves too slowly through to entire Valley. Improve transit time for the everyday commuter. Public transportation is not readily accepted in the valley due to unique individual schedules that we all have.
69	1.) If expressway with frontage roads. Noise barriers that are appealing is needed 2.) If 5 lane highway-Landscaping and access to neighboring properties	Safety and speed limit
70	Bike paths, Bike traffic in safety.	Good throughout for vehicles

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71	Minimal landscape...spend \$ on the expressway and access-let the developers decorate in their developments. ____ Vegetation works good-low maint. cost.... I'm talking swale median	Safety Speed limit (55 mph) Low travel time
72	Expressway use medians but that is 20 years away, Build what we have now immediately 80 ft and get the set back in force.	Safety & travel time. We need East West corridors for Nampa and Caldwell work force going to Boise. Our problem now is only when the labor forces moving 6 to 9 AM 3 to 6 PM.
73	Minimum of 2 lanes and ____, probably bike path.	Safety is always a ____ _____. Travel time has to be considered. It needs to be looked as an alternate route. WE cannot continue to direct traffic to I-84! We need alternatives for ____.
74	Medians that could possibly be converted at a later date to another traffic lane or mass transit lane.	Maintaining speed limit. Keep traffic moving.
75	Apparently medians are mandated. Probably bike paths would be o.k. but there may be too much traffic so alternate routes would be preferable. Development will probably do landscape except at major intersections.	Middle of the road balance between safety and travel time.
76	Medians	1.Safety 2. Speed limit 3. Travel time
77	Landscaping-pedestrian and bike paths-perhaps landscaping can be accomplished by garden clubs adopting various sections	By planning properly, all things can be accomplished-safety travel time transit ready etc.
78		
79	You have to have sidewalks off road and a bicycle path for safety reasons. Hard median will prohibit property ____ on Chinden from accessing this property.	Steady pace without the current backups. Mass transit should be an option too.
80	Medians Berms between road and property.	Travel time
81	Not necessary	55 mph speed limit strictly enforced.

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#	5. Please provide comments on the preliminary Purpose & Need Statement and Objectives.	6. CIM has envisioned 20/26 as an expressway with interchanges every mile. Do you think the corridor should be preserved for this vision?
1	I disagree w/ need for pedestrians and cyclists. We've built a lot of bike lanes in this valley that have very little use. Freeways don't have bike lanes and neither should hwy. 20/26. I agree with all else.	Yes
2	This is good	Yes. However frontage roads are needed for access to businesses along 20/26
3	Manage access statement should be strengthened to emphasis limiting access	Yes, this should be the ultimate goal with an interim goal of 1 mile intersections with signals, no access between signals, and additional lanes.
4		
5	None there	Yes
6		Ultimate goal
7		I think US 20/26 should be made into an expressway with frontage roads so that entering traffic would merge in with no stop lights.
8	Get the Right of Way A.S.A.P. even of its excessive it can always be sold- and probably at a profit. Go for the best system. Don't cave to special interests i.e. Developers wanting special access.	YES!
9	Looks good to me	Yes
10	Pedestrian access to crossing? Could be difficult	Maintain access to business/commercial property through frontage roads or center turn lane
11	I agree- lets do it	Yes
12	This is very accurate of what needs to happen. I think speed limits need to be higher- 55 MPH.	Eliminate traffic signals and make it so traffic will flow
13	Change speed 55-65, fewer traffic lights, expressway	Yes
14	Minimum speed of 55mph. Manage access to improve safety and functions. Add bike lanes and path for pedestrians, transit users	Yes, this would improve the heavily traveled corridor and add safety to all using the route
15	I don't care about the states and federally protected resources. I don't think pedestrians traffic is an issue, but feel bike lanes are important	Yes
16	These goals are essential to providing infrastructure need to the community. This project is needed. Please do not compromise. Do the expressway with frontage roads.	Yes! Please do not compromise.

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#	5. Please provide comments on the preliminary Purpose & Need Statement and Objectives.	6. CIM has envisioned 20/26 as an expressway with interchanges every mile. Do you think the corridor should be preserved for this vision?
17	What we really need to do is to create 2-3 more North/South major fast speed roadways that is what will lower the traffic problems into other roads like 20/26. Everyone is trying every 1 mile option to get _____ causing problems all along Chinden	Solve the _____ south problem by making Chinden or 5 mile or star major roadways, 4 lanes without traffic lights gridlock and well see less problems all along 20/26 in relation to accidents
18		No, at grade intersections at each mile with no other access points
19		An expressway is a great idea!!! Yes!!!
20	I do <u>not</u> believe that wider roads, or more of them, is the solution. We need to decrease our dependency on the automobile. We need to embrace a future that moves more people as a mass unit, rather than via single occupant vehicle.	Only if lanes for buses or carpooling are incorporated into the plan.
21	Lowering the speed limit will cause a lot of congestion and minimally affect safety. I think it is important to disallow businesses to be close to the road (like the part of Chinden near Boise) Please do not reduce the speed limit!	Yes an expressway is a great idea!
22		No- it would be worse that Eagle Road you have to have express lanes. Also to ever consider a Wal-mart at Linder and Chinden is really bad. Tell Wal-Mart "No" permits even pint work until Chinden and Linder call be resolved and "under" construction.
23	Will our irrigation water wrights be honored or irrigation ditches be moved.	
24		
25	These are good objectives	Yes
26		
27		
28	Safety	NO
29		
30		
31	Provide preferences to buses to encourage public transit	All this is going to do is encourage urban sprawl.



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32	<i>Assess the needs of pedestrians, cyclists, and transit users-</i> not necessary <i>Avoid or minimize impacts to state and federally protected resources-</i> not necessary	No, overpass- clover leafs will improve traffic. More stop lights to regulate traffic will only increase the problem.
33		
34	Access- consider rear access for those living on 20-26	
35	<i>High-volume roadway-</i> will optimum travel time- improved through put	Yes
36		Light on Eagle going into Bristol Heights is kind of a waste. Needs a left turn light that allows you to turn when there is a break in oncoming traffic. Waiting for a turn signal takes forever when you have an opportunity to turn a now you cannot because of new signal.
37	Provide a minimum average speed of 45 miles per hour during peak period Manage access to improve safety and function	Yes
38	Ok	Yes-but US 20/26 needs to be addressed in the _____time before 10 years!
39	I agree with all of them but would emphasize NEED not want on pedestrian and bicycle traffic.	Yes!
40	High volume ok Timing lights After getting questions answered. I understand that this road way will be alternative to I-84. A wide center lane to accommodate rapid ____ in the future.	What is an interchange? Yes
41	Not possible if access is restricted and access is desirable in a growing region Currently too many uncontrolled (non-signalized access points) No peds on highway, bad biking route (conditions, views, access, crossings) and transit is not & has not proven to be viable in this sub-region based on sprawl pattern of development & reliability.	Expressways create unconnected/divided/fractured communities that require cars for any travel across the expressway...good for going from point A to point B in cars, bad for communities.
42	Agree	Yes but some issues, such as safety and travel time for a commute, need to be address before the 10 year timeline.
43		Yes!

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44	To provide a safe high-volume roadway with minimum average of 45 miles per hour keep vehicles moving.	
45	Improvements on I-84 corridor in conjunction-could _____ existing & future issues w/20-26 connection for I-84 to Boise. I-84 issues have increased the use of 20/26 as has the community expansions & housing developments	Intermediate improvements need to be occurring at this time-a 20 year plan looks good, but will be better the projected Treasure Valley growth. (Turn lanes at major access points, traffic control, improvements, etc.)
46		It needs to be extended beyond I-84. Communities in Canyon County, other than Nampa & Caldwell will be experiencing rapid growth. Notus is a prime example of this.
47		Yes
48	I agree with all of the above statements.	Yes! Absolutely yes! We are counting on ITD to provide the roadways that can access properties in Canyon County.
49	Agree	Yes.
50	Purpose-Strongly agree Need-Safe, high volume, high speed (50 mph) roadway Objectives-min speed 50 mph, _____ access and reduce access pts to working with a few as possible, not many ped to 20-26 cyclists & transit imports- maybe best to get away from red tape and federal funding.	Yes-but -I think interchange every mile should be reduced with more _____ roads.
51	Increase 45 mph if expressway?	Yes
52	Agree with above.	What is ultimately needed.
53	Good	Yes-eventually-every mile may be too close
54	Minimum speed 50 mph	See comments to #2
55	Would like a true expressway	Would like to sep midland overpass due to new freeway access.
56		Get the land now just in case. It will be needed in the future
57	Consider that I-84 to eagle may have to be broken down into two separate corridor designs, because of _____ development Hwy 16 to Eagle. Therefore develop separate concepts- I-84 _____ Hwy 16 to Eagle as 6 lane stop lights _____.	There is not _____ area or the north side of 20-26, Except at River crossings, to justify an overpass

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58	We need to look at alternative routes, especially other ways to channel traffic away from something like this. Plan ahead and make developers responsible as partners in traffic control and safety and corridor development.	I understand the need but I cannot say yes.
59	It is my experience that these things are determined to existing property owners- so I don't like any of this-	No-see my answer to #5
60	I agree with all of the above statements	From Caldwell to McDermott –It is too developed to keep expressway all the way into Boise.
61		
62	Purpose is good Need: Objectives: speeds should be higher than 45 mph Transit needs over pedestrian and cyclists	Yes.
63	Good purpose statement, but address the major N/S crossings of Linder and Star Rds.	Yes.
64	I agree w/ all objectives Concerned about property values along expressway	
65	Purpose-To protect U.S. 20/26 as a regional transportation corridor between I-84 and Eagle Need-To provide a safe, high-volume roadway in a rapidly growing region Provide a minimum average speed of 45 miles per hour during peak period Manage access to improve safety and function Asses the needs of pedestrians, cyclists, and transit users	Yes.
66		
67	Sounds good as a traffic roadway also provide needed merge and demerge	Yes.
68		I think if Ustick Road and Chinden were both expanded to a minimum 5 lanes an expressway may not be necessary-A limited access highway designation should suffice. Commuters need alternatives to I-84, especially w/ the location of H.P.

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69	Agree with statements and objective	I believe they should originally expanded the US 20/26 to a 4-5 lane highway. If needed down the road they need an expressway, Then convert to expressway.
70	I support it.	Yes but not every mile, it would ideally be less frequent
71	To protect U.S. 20/26 as a regional transportation corridor between I-84 and Eagle Road. To provide a safe high-volume roadway in a rapidly growing region 55mph in non peak Let em' build their own bicycle paths Not an issue to me!!	Yes.
72	Alternate for Freeway for local traffic. Long distance need the freeway Probably in 25 years	Yes. But we need 5 lanes now and 25 years the Expressway. Over Labor force right now is the only Gridlock- Open US 20 26 for an alternate and Amity or Lake Hazel for the South.
73	US 20-26 needs to be used as a major _____ for transportation from W to S/E to W.	U.S. 20/26 along with other routes need to be developed to provide more than I-84 as the means of travel from W to S/ E to W
74	I feel that pedestrian and cyclist worries should be at the bottom of the list. There was a <u>very small</u> percentage of people that ride their bicycles or walk along our highways.	Interchanges every mile is a bit of and overkill. Four interchanges in 15 miles seems adequate.
75	Need to protect corridor but _____ corridors are also needed-Highway 44/ Cherry Lane and others (Ustick.) Also more North-South corridors and river crossings, especially between Star and Middleton	See comments on # 2
76	Agree with the above objectives although I am afraid will never see them in my lifetime.	Yes
77	I agree with the purpose, need and objectives I also think the stress on this corridor could be alleviated by another bridge across the river and another bypass highway (for through traffic which was the original purpose of the Interstate) south of the present I-84	Yes

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78		
79	All of the above is great _____.	Yes- see front page
80		I do agree with this except I don't quite understand how interchanges work
81		no

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#	7. What info would you like to see presented at future meeting?
1	Right of way widths for different alternatives specific to 20/26. What amounts will be paid in today's dollars for potential right of way, if needed. Please justify the maximum R-O-W from centerline 100!
2	A. How much money has been designated for this study. B. Will 20/26 property owners be taxed? C. Clear up unknowns- Time tables for actual construction and completion.
3	
4	
5	
6	Time frames- results We need something now- lets plan but not take it to death
7	
8	Too much info to really digest- posters work well.
9	What progress has been made
10	When changes are going to occur. What changes are going to occur.
11	Changes needed at Midland and Hwy 20/26 when new Karcher Interchange is completed and the retail growth on Midland. Costco, Target; etc.
12	Educate on need of infrastructure to keep area productive. Transportation facilities are critical to economic growth. Gridlock hurts economy. Do some analysis on cost and benefit to public. People see great cost- but there is a greater benefit to build.
13	Property purchase guidelines
14	Information on property acquisition i.e. process length of time procedure takes etc. Actual cases of past acquisitions and how it was handled, no names of course.
15	Time frame, costs, how we can be more involved.
16	The importance of having a well planned transportation system for the area. This expressway is needed to keep treasure valley from gridlock. Public education is very important. Address funding.
17	
18	A final plan for construction enough already. Thanks!
19	Timeline for when the Expressway comes
20	I would like to see more vision. Reliance on the single occupant vehicle is short-term and short-sighted. Our current transportation emphasis is unsustainable.
21	What high growth cities have done successfully. How short-term plans meet long term goals.
22	You should have continually open meetings to discuss the progress- and funding. Also- any developer- their anticipated costs They should be required to bond all traffic requirements before permits are issued.
23	
24	How do we move our farm equipment- it takes most of the road- what about our water rights- We have direct road access.

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#	7. What info would you like to see presented at future meeting?
25	Time frame of funding- these meeting should have happened 5 years ago- I fear the transportation in this valley is so far behind that it will never be adequate unless growth stops- which it will with this transportation system.
26	Consider Can Ada Rd of 20/26 when the commercial centers at Idaho center area get built up. This road traffic is hyway type now when a concert is going on hyway size in width. And which sides are being taken.
27	
28	Timing of coming events
29	
30	Noise studies
31	What can you do to encourage people to car-pool? How about using higher gas taxes to discourage single-occupant vehicle use?
32	
33	
34	
35	Updates and feed back from other agencies to keep the public informed as to new developments/progress.
36	My only comment is that this questionnaire seems to be putting "the cart before the horse". Who cares what the landscape will look like when you haven't figured out how to raise funds for the road. Have meetings on funding FIRST. I think taxing soda pop is an excellent idea, let the overweight junk food addicts pay for it.
37	
38	Property acquisition-specific property and does commercial designation impact fee?
39	
40	<ol style="list-style-type: none"> <li>1. Provide an example of an interchange</li> <li>2. Identify the intersection that will have an interchange</li> <li>3. Help defensive ped &amp; bike crossings</li> </ol>
41	Cross section of proposed roadways. (width from C.L. to Eagle of R.O.W.)
42	
43	Timing of actual construction
44	
45	
46	What is compass' focus outside the Boise-Caldwell Metro Area? Right now there appears to be none other than minimal public transit.
47	Amount of land needing preserved that has not been developed and the amount (miles) that's already been developed.
48	What are the obstacles to success and how can the public help to mitigate these obstacles.

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#	7. What info would you like to see presented at future meeting?
49	Safety measures; access locations Provision for landscape/amenities
50	Width of _____, Backage or frontage road plans. Road design showing layout of bike paths and pedestrian ways (for evaluation).
51	Pros and cons of reverses flow designs. + consideration of successful projects.
52	Well covered so far-expand on issues presented at this meeting. (10 May 06)
53	What and when for property acquisition.
54	Cost to moving power lines and accommodating irrigation canals. Info. about property acquisition and how that process will work.
55	A better idea of what is being planned.
56	Traffic and funding plans
57	
58	To be made aware on a regular basis of every step in this procedure. I want to be well-informed.
59	I think you might want to have some kind of idea of what impact something like this has on quality of life and property value-other than that-you have done a good job- Please keep us informed.
60	Picture or slides of what people might expect to see: example expressway- separated highway-exchange- frontage backage roads etc.
61	
62	-interchange locations -expected right of way needs -general design parameters
63	Time frames of each mile segment- when it will be completed.
64	
65	
66	
67	
68	A better understanding of timing of the project.
69	Feedback from the community and what you want. What property owners are intending to do with their properties.
70	
71	Good ideas to encompass above stuff
72	Some common sense movement on the alternatives to relieve the Gridlock
73	
74	What the most likely "source of new revenue" will be.



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#	7. What info would you like to see presented at future meeting?
75	
76	Summary of citizen input and more detailed schedules
77	
78	
79	Time table Maps large enough to read Details about how much land will be acquired on each side of the road.
80	Our property is on South East corner of Chinden and McDermott. Since both of these roads are scheduled for widening I would like to know what the future use of our property will be. We had hoped to use it as residential for our grandchildren.
81	